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AROUND THE LAKES.

CLEVELAND.

The steamer Yosemite received new furnaces at the Cleveland shipyard.

Mr. Dixon, of the Empire chain works of Philadelphia, was in the city to-day.

The Cleveland Shipbuilding Co. will move into their new office to-morrow.

The steamer Kalyuga has had her cranks shifted at the works of the Cleveland Shipbuilding Co.

The schooner A. Bradley, has about completed her repairs at Cleveland drydock, consisting of new forefoot, part new keel forward and aft, new stern post, recalking, refastening, some new bottom and survey.

The staging for the new steamboat will be started at the new yard of the Cleveland Shipbuilding Co. This company has most of the spar deck of its new steamboat up and the berth for No. 2 is about ready.

The propeller Oscoda, Captain St. Clair, which arrived here Tuesday, has made forty-six trips between this port and Oscoda with consort, R. B. Benjamin the engineer, is working out the machinery to its full capacity. Her first season she made but thirty trips. The Oscoda will lay up at Port Huron.

Meteorological summary for the week ending November 30:

Mean barometer	30.36
Mean temperature	35.6
Mean humidity	85.3
Total precipitation	1.97
Prevailing direction of wind	S.W
Total wind movement	1648
Av. cloudiness	8 3
Av. state of weather	Cloudy
Max. temperature, highest	64 7
Min temperature, lowest	6 3

W. H. HAMMON, Sergt. Signal Corps, U. S A.

The lake shipments of ore from the mines of Lake Superior on Wednesday, November 23, had reached a total of 4,372,167 gross tons, this being 928,695 tons more than had been sent forward by water at the corresponding date last year. No shipments from the port of Ashland were made during the week. Some more ore may be shipped from Escanaba and St. Ignace, but navigation may be regarded as practically closed for the season of 1887. Shipments by ports are as follows: Marquette, 803,411; Escanaba, 2,046,418; St. Ignace, 91,544; Ashland, Wis., 1,040,727; Two Harbors, Minn., 390,467; total, 4,372,167. By ranges the shipments have been Marquette range, 1,757,754 tons; Menominee range, 1,132,611 tons; Gogebic range, 1,091,335 tons; Vermillion range, 390,467 tons. The following is a statement of the shipments by lake from twelve of the larger producers among the mines of Marquette, Menominee and Gogebic ranges, the total being 2,377,166 gross tons: Lake Superior, Marquette range, 294,292 tons; Republic, Marquette range, 220,142 tons; Cleveland, Marquette range, 197,029 tons; Pittsburg & L. A., Marquette range, 188,481 tons; Champion, Marquette range, 143,048 tons; Jackson, Marquette range, 109,806 tons; Chapin, Menominee range, 319,808 tons; Vulcan, Menominee, range, 204,180 tons; Colby, Gogebic range, 239,999; Norrie, Gogebic range, 201,216 tons; Ashland, Gogebic range, 146,287 tons; Aurora, Gogebic range 112,778. The combined shipments of these mines is considerably more than half of the entire amount of ore sent to market by lake this season from the iron mines of Lake Superior.

OSWEGO.

The schooner Julia of Kingston, Ont., loaded with barley for Oswego, went ashore four miles from here in a gale of wind and snow last night.

The vessel was three-quarters of a mile from shore, but a torch was seen by a farmer, who ran to this city and notified the life saving crew. A lifeboat was taken in tow of a tug and after a tempestuous passage got abreast of the vessel, and the life crew succeeded in taking off the crew of five men and a woman cook. The sailors were landed on the beach and brought to this city. The vessel will probably prove a total loss. No insurance.

CHARLEVOIX.

Lottie Mason left for Beaver island with material to rebuild schooner Milwaukee Belle, ashore there.

CHICAGO.

Special to the Marine Record

Many loud complaints have come to your correspondent's notice during the past week from captains of vessels, who were off Evanston during heavy weather and fog last week, all of whom state that the fog signal at Evanston was not sounding. Some of them only just escaped getting ashore in consequence, and they are all of one opinion, that the fog signal keeper should be compelled to do his duty or receive his discharge.

Judge Blodgett, in the United States district court, decided a batch of marine lawsuits Monday. The most important was a collision case between the Gazelle and Josie. A year ago last July, while running as an excursion boat at Chicago, the steamer Gazelle of Detroit ran into the yacht Josie in the basin, sinking the yacht and drowning Mrs. Wilson, a passenger. Angus Linklater, owner of the Josie, libeled the steamer for $1,000 damages. The collision occurred at night and the owners of the Gazelle set up as their defense that the yacht was not carrying signal lights as required by law, the only signal displayed being a bright light slung to the mast. Judge Blodgett decided that the Gazelle was solely at fault because her lookout was not attending to his duty, it being proven that the light on the Josie was clearly seen by passengers on the Gazelle some time before the lookout reported it to Captain Albano. The court also decided that although the Josie did not carry regulation lights she carried the same light that nearly all small craft did prior to the collision, and that this fact was well known to Captain Albano; that had the light been discovered in time to avoid the collision it could have only been mistaken for the light of a vessel at anchor and it was as much the duty of the steamer to avoid a vessel at anchor as one under way. In conclusion, the court said he was confident that Captain Albano did everything in his power to prevent the collision and personally was not to blame for the disaster. C. E. Kremer represented the Josie and Robert Rae the Gazelle.

Five years ago the steamer John B. Lyon left Miller's drydock in tow of two tugs to go into a winter berth in an Illinois central slip. Charles Hanson, a drydock employe, took hold of the steamer's wheel for the purpose of steering her, and while the steamer was being winded the wheel spun around with such velocity as to throw Hanson with great violence against the side of the pilot house, injuring his head and breaking his arm. He was taken to the marine hospital, but the bone did not knit and he is permanently crippled. He brought suit against the owners of the steamer to recover $3,000 damage. Judge Blodgett decided that Hanson was negligent in taking the wheel out of the buckets without orders and that he was careless in standing so close to the wheel that it could throw him. It was also held that Hanson was not a seaman within the contemplation of the maritime law which provides that an injured seamen must be cured at the expense of the vessel. The libel was dismissed.

Captain Duncan Buchanan, of the schooner Stampede, considers it advisable that the government should compel all vessels to carry signals to be used in case of being in distress. He considers that the lack of having such a signal was the cause of his vessel getting ashore, as the men at the life saving station would have gone to her assistance when his vessel passed Chicago, had they known she was in distress.

At Miller Bros.' drydocks the steambarge Nipigon was in for calking; steambarge Geo. Burnham for new bed timbers, bed plate, and shortening her shaft; the schooner F. A. Georger for recalking; schooner Bay City for leak stopping and a new main boom; the propeller Lansing had her butts overhauled and calked, and some new plank in her bottom; the steambarge Geo. L. Colwell for a new rudder stock and wheel; barge Mike Corry for new hog chains; the propeller Avon to have a leak stopped; barge Ashland received a new stem, some new planks on bottom and calking.

The schooner Ellen Stevenson, of Chicago, bound from Ludington with a cargo of apples and slabs, was in distress off Sixty-eighth street, Chicago, on the night of the 23d of November. Captain St. Peter and his crew of life savers rescued the captain and crew.

The schooner Halsted, Captain Geo. Pollock, laden with coal, from Buffalo, went ashore Wednesday night, the 23d, off Glencoe, nineteen miles north of Chicago. Captain Larsen and the life saving crew from Evanston rescued her captain and crew Thursday morning. Dunham's towing and wrecking company having been working on her, considerable coal was pumped out of her and brought into port by the scow Moses Gage, which returned to her to receive more of her cargo and Tuesday morning she was reported afloat and is expected in port soon. The Halsted is owned by John G. Keith, was built at Sturgeon Bay, Wis., and measures 472 tons.

The schooner Phœnix, which was damaged by collision off this port and brought up at anchor off Thirty-first street, after having been deserted by her crew, who came ashore in the yawl, was brought into port by the tug Morford.

S. S. Burke, Chicago agent of the Northern Michigan line, filed a wreck report on the Vernon disaster at the custom house Monday. It estimates the loss of life at forty-one persons, of whom twenty-one bodies were recovered, and places the loss on property at $67,000. "Supposed breaking in of the gangways" is given as the cause of the disaster, and the report says that so far as known, the steamer was not overloaded. Mr. H. V. Hall, of Chicago, who has been searching for the body of his brother Frank, one of the men who perished on the raft that Stone was rescued from, was at Manitowoc the other day and examined the clothing taken from a body that was picked up by a fishing tug off that port. On the underclothing was written with indellible ink, the name "W. Allers" The body has not been claimed.

Some time ago Captain Johnson bought the schooner Henry Cowles from Mrs. H. A. Spooner, paying part cash and giving a mortgage on the vessel for $1,500. Saturday the mortgage was sent here for collection, and the same day the schooner arrived at South Chicago. Monday Captain Johnson collected the freight money and bade his crew good-by, telling them they would never see him again. The crew were $192 behind in their wages, so they came to Chicago and swore out a libel against the vessel.

Captain Critchett, of the Melborne, says: "We left Milwaukee the wind being northeast and blowing hard. When off Grosse Point, the tug Sill, towing the Melbourne and Wayne, dropped alongside the latter, saying his boat was half full of water, then let ge of the towline at 2:30 Thursday morning. The wind was then blowing hard from the eastward, and I steered a southeast course until 4 o'clock, when we run into shoal water. I immediately dropped anchor. When the vessel came to, I saw we were in the breakers. At daylight I saw we were close in shore, and inside of a bar. A thick fog obscured everything. An hour after daylight I could see the Grand Calumet Heights club house. The barge pounded some on the bottom, so I scuttled her. After the vessel settled I went ashore with my wife and four men in the boat. I walked up to the club house, where we were warmly received and told to make ourselves at home. I learned Captain Lewis, superintendent of the club house, had wired to the V. O. T. Company for assistance. I then went up to the station and telegraphed the owners, and sent additional word to the tug company. I returned to the vessel to await assistance.

The steamer J. W. Westcott recently sunk off the marine hospital, was discovered in flames Sunday morning. The department put the fire out after the cabin and all of the upper works had burned off. The loss will amount to about $5,000. The Westcott was raised, towed here and was only recently discharged from the drydock. The origin of the fire is not definitely known, but as the firemen found an overturned stove in the cabin, it is surmised that the shipkeeper had been entertaining a party of friends, and that they had become so jolly they kicked the stove over. A few hours before she caught fire she was sold to T. D. Stimson, a Chicago lumber dealer. However, the damage, about $5,000, falls on Robert Holland, the original owner, as he was to deliver the Westcott to Mr. Stimson at Port Huron, she having been chartered for a cargo of grain to that port. The charter was canceled and the boat will be repaired here, after which she will be turned over to the purchaser.

The tugs Morford and Thielke will go to the schooner Stampede, ashore twenty-seven miles south of Chicago, and try to release her. The barge Melbourne, scuttled off Grand Calumet Heights, was dredged off the bar Friday by the tug Protection and arrived here.

The steamer Daisy Day which should have arrived here several days ago with a cargo of lumber, is ashore near Little Point Au Sable, Lake Michigan. As winter is at hand it is not likely she can be released before spring. She is valued at $10,000. The crew escaped. The schooner Halsted, which went ashore nineteen miles north of Chicago, was released and towed here after lightering about one-half of her coal cargo.

In 1884, while going up Chicago river, the steambarge Mary Groh struck the canalboat Charley Walker, causing the Walker to capsize and lose her cargo of stone. Judge Blodgett decided that the steambarge was at fault and ordered her owner to pay $1,200 to the owner of the Walker. WILLIAMS.

BUFFALO.

Special to the Marine Record.

O'Grady & Mahar have just launched from their yard, at foot of Genesse street a new steam yacht for Captain S. M. Sloam. She is well and substantially built, and as strong as wood and iron can make her; a fact that can always be said of O'Grady & Mahar's work. Her dimensions are 60 feet over all, 11 feet beam, and 5 feet depth of hold. The engine is a 10 by 12 high pressure, built by Sutton Bros. Her piping and engine fittings were looked after by the well-known Tim McEboy, of the firm of J. R. Ruckel & Co. Her boiler is of steel, 3/8ths of an inch thick, and is allowed 135 pounds of steam. Her cabin accommodations are unsurpassed for a boat of her size, having two roomy cabins, with convenient closets and cloak rooms, finished in cherry. She is named Alex H. Sloan, in honor of a brother of the owner.

O'Grady & Mahar are building a 45-feet launch for Mr. John B. Edmunds; and also, have timber on the grounds to build two large tugs to take the place of some of Hand's line of tugs, recently sold.

BUFFALO.

Parties are negotating for the purchase of the propeller Saginaw Valley, but it is not likely a bargain will be made. Her present owners have ordered her to be hauled out at the new yards bought by Trout, Drake, Galvin, and Taylor, at Black Rock. She will be lengthened to have a capacity of about 1,200 tons. Negotiations are pending by which two new boats are to be built at this yard.

David Donaldson a well known lake man, died suddenly at his home from neuralgia of the heart. He was fifty-seven years old, born in Ireland, and was engagod in the shipsmithing business with his brothers for thirty years. He was owner of the propeller Cuba and schooner Donaldson, and part owner of the propeller Wyoming.

The Buffalo Commercial's summary of the business of lake navigation for the season of 1887, published today, says: The season as a whole has been a peculiar one. It has been unusually profitable to owners of vessel property. Rates on grain, coal, ore and lumber have ruled high during the entire season, but it has been a most disastrous one to insurance companies on account of the numerous heavy gales, and unsatisfactory to canal boatmen on account of railroad competition at this port. The movement of chief articles of commerce for the season has been very heavy, exceeding that of any preceding year, with one exception. The total figures, in round numbers, are as follows: Receipts at Buffalo, by lake, grain, 101,000,000 bushels; lumber, 265,000,000 feet. Shipments at Buffalo, by canal, grain, 50,000,000 bushels; by rail, 27,000,000 bushels. Lumber, by canal 55,000,000 feet. Coal, by lake, 1,800,000 tons. These figures give a very fair idea of the enormous proportions of the commerce of the port of Buffalo, which is in a remarkably healthy and progressive condition.

The propeller Roumania managed to get a coal cargo here for Chicago at $1.50 and the Spokane takes a cargo to Cleveland at 50 cents. These will probably be the last cargoes shipped this fall. The total coal shipments for the season were 1,905,000 tons, an increase of 346,000 tons over 1886.

The meeting of shipyard interests at Cleveland to confer on the strike here, will be held Monday night. The same proposition will be made to other yards as was made to the Mills yard here. Will you help us, and if necessary, order a lockout, or will you see us pay $3 for eight hours and see your men striking inside of a week?

The new propeller Owego, at the Union yard, is all finished except some grating to the engine-room floor, which is on the way from New York. She will make a long trial trip about next Wednesday, weather favoring. Her twin, the Chemung, is in frame and half plated. The shops burned last summer are all rebuilt.

DETROIT.

The schooner D. G. Fort, coal laden and stranded at Port au Pelee, may be released.

An exciting race took place between the steamers Spokane and Susquehanna, both bound down, the former gaining the lead when opposite here.

The steambarge Mineral Rock has been stationed at Grosse Point, lake St. Clair, to lighten vessels and release the steambarge Fred Kelly.

Said D. J. Campau, Tuesday, "the recent strictures upon Captain Dean, of the Fessenden, in connection with the wreck of the schooner White Star on Point au Pelee, are entirely unfounded, as my investigation shows. Captain Westcott spent some time in telegraphing to Sandusky, Malden and other points, in the endeavor to induce the sending of a tug to the aid of the schooner, but uniformly received the reply that the fog was too dense. It was 2 o'clock p. m. when he sent word to Captain Dean of the disaster. The run from Detroit to Point au Pelee would occupy at least five hours and a half, and had the captain weighed anchor as soon as the notice came he would have reached the Point long after dark, when he could have accomplished nothing but the endangering of his own vessel and crew. As it was he coaled and started early Friday morning and remained at the Point until Sunday, ready to do anything in his power. Captain Dean is a new comer here, but he is as brave an officer and humane a gentleman as was ever on this steamer."

DULUTH.

Ice is forming some in the bay. Captain Inman has completed a contract to keep superior entry open for about a week. Weather here is now very cold, 10 degrees below zero. The only vessels to winter here as far as known, outside local craft, will be the V. Swain and Helvetia.

THOROLD.

The tug Munro, Captain John Clay, took fire and was badly burned and sunk in the canal here.

ESCANABA.

The ore docks closed to-night. The total ore shipments for the season were 2,720,864 gross tons. Arrived, propeller Samuel Mather, loaded with coal. Cleared for Chicago, propeller George Spencer.

THE SAULT CANAL.

The Duluth chamber of commerce unanimously adopted, last February, resolutions asking all chambers of commerce, boards of trade, and other commercial bodies interested in the navigation of the great lakes, to send representatives to a convention to be held at Sault ste Marie, for the purpose of making an effective representation to congress of the needs of the St. Mary's river canal and the Hay lake channel. In accordance with this suggestion numerous commercial bodies at cities all the way from St. Paul and Minneapolis to Philadelphia and Boston joined in a formal call, issued June 4, for a convention, July 20, at the Sault. The Lake Carriers' association, and board of trade and the vessel owners' association, of Cleveland were prominent among the signers of this call.

The convention duly assembled July 20, and the following memorial was presented and adopted as follows:

To the Honorable Senators and Representatives of the Congress of the United States:

The convention held at Sault ste Marie July 20, 1887, composed of delegates from the different trade centers directly interested in the commerce of the great lakes, respectfully presents through its officers and its executive committee, the following facts and considerations respecting their conditions and necessities:

The water way of the great lakes upon our northern border, which stretches from the Atlantic coast to the heart of the continent, has, beyond all others, national relations.

No other one bears upon its bosom so vast a commerce, or touches as this does the vital interests of so many millions of our people.

Eight of the states of the Union, and some of them among our largest, most populous, and most highly productive, border directly upon it. Beyond its western terminus are territories that embrace over six hundred thousand square miles. Not long hence this area will contain twenty million of inhabitants, and its water outlet for its surplus products of the forest, and field, and the mine, to Eastern and European markets must also be this great water system.

North of this is another empire, a prairi region under the British flag, nearly 1,000 miles square and capable of boundless production of cereals.

This also, already crossed by the Canadian Pacific railroad, and penetrated by navigable streams on which sixty steamers now find 4,000 miles of good navigation, is also tributary in a large degree to this same water system.

We say "tributary" to it, because the primary products of these enormous areas so distant from markets, can only reach them by water transportation with its low cost. The water route will of course be taken by these products at the western-most point. Under the same law similar products from the east destined for these regions, will be moved as far as possible by water.

At the head of this water system is Lake Superior, larger, deeper, and grander than any other.

The head of Lake Superior is 1,400 miles from New York, of which 880 miles are deep water navigation by the lakes. Its outlet is the St. Mary's river. By this channel its waters pass into Lake Huron. There is no alternative channel.

The St. Mary's strait is seventy-five miles long. In this distance there is a fall of twenty feet four inches; eighteen feet two inches of this is at the Sault. The remainder of the descent, two feet two inches, is distributed over the first thirty-five miles below the Sault. The channel of this portion of the river is tortuous and navigation through it at night unsafe and not attempted. From a point fifty miles below the foot of Lake Superior navigation is good for the remainder of the distance, twenty-five miles to Lake Huron.

The improvement of the St. Mary's rive began in 1852 in the construction of the first lock at the Sault, a grant of land for which was made to the state of Michigan. This lock had two chambers, each seventy-five feet wide and 250 feet long between gates, and passed vessels drawing a maximum of eleven and one-half feet of water. This structure opened for business in 1855, met the immediate necessities of the early development around the shores of Lake Superior, especially in iron and copper ore productions. The first year's tonnage through the lock was 100,000 tons. Five years later it was 400,000 tons. Ten years later 700,000 tons. In 1875, 1,260,000 and in 1880, 1,750,000 tons. By this time the iron ores of Lake Superior, as rich and as pure as any in the world, were supplying one-third of the ore for the total pig iron production of the United States.

Ten years, however, had not elapsed from the completion of this canal and lock before the rapid increase of tonnage demonstrated the necessity of another structure, with largely increased capacity. The construction of the lock now in use gave this. This is one of the grandest engineering works oe our time, and the ability which brought it to successful completion, and which has kept it in operation for six years without a single accident or delay to shipping, is worthy of our warmest recognition.

The dimensions of this work are, length 515 feet, width eighty feet, and seventeen feet of water over the miter sill. It was opened for business September 1, 1881. While this work was in progress extensive improvements were made in the canal above the lock and at different points in the river below, by which was obtained nearly an equal depth of water with that carried by the lock—sixteen feet. This increased capacity throughout the entire strait was immensely advantageous to the shipping on the lakes and to all producing interests. The increased draft of water largely augumented the vessel carrying capacity and diminished the cost of transportation. The saving in the cost of iron ore transportation alone from Lake Superior in the following year was $800,000. But the tonnage is now again crowding the lock capacity. Congress began to move in the direction of relief by the passage of a resolution December 29, 1881, calling on the war department "for information" as to what additional "works were necessary on the St. Mary's falls to complete the movements thereof in a manner to serve the interests of the commerce of the northern lakes."

Under this call General Weitzel, then in charge, reported January 14, 1882, recommending "the construction of a drydock on the canal, the improvement of the Hay Lake channel and the immediate construction of another lock."

Small appropriations have since been made for the beginning of the Hay Lake improvement and for the beginning of the new lock as recommended.

The Hay Lake improvement is urgent equally with the new lock and both should go on together. When the Hay Lake improvements is completed, under General Poe's project, there will be a straight channel, carrying twenty feet of water the same as the new lock, from the head of Sugar Island and through the middle Nebish to a point of connection with the present channel just below, saving a distance of eleven miles between Lake Superior and Lake Huron. Navigation at night will then be practicable and the heavy losses incurred by our shipping, because day passages only of the river are now possible, will be avoided; that loss was estimated to be on the business of last year not less than $500,000. Work on the Hay Lake channel can be carried on over a line of fifteen miles. With large expenditures this improvement can be completed much in advance of the new lock and its great advantages be immediately available to vessels.

General Poe, engineer in charge, has recommended some changes in the original project of the new lock which have been approved by the war department. These plans provide for the grandest and most magnificent structure for hydraulic purposes in the world.

The lock, which will occupy the site of the original lock of 1855, will be 800 feet long, 100 feet wide, and with 21 feet of water over the miter-sill. This, then, is the situation on the St. Mary's river; and such has been the history of the thirty-five years since the government began on this spot to open a passage to the far northwest. A generation has passed away, but the work has now reached, as to depth of water, one of its final stages. The completion of the works, now fairly under way, will secure deep water (20 feet) throughout the entire lake system.

ted total cost of these works now only fairly begun, under small appropriations for each, as reported by General Poe, July 2, 1885, and December 22, 1886, is, for the Hay Lake channel, $2,659,115; for the lock and canal, $4,738,865. The drydock included in General Weitzel's report has not been commenced. The magnitude of these works, and the time necessary for their completion, together with the enormous increase of the traffic waiting upon them, make up a case of urgency, in respect to provision for the internal commerce of the country, that has never been exceeded. Ten years were consumed, under the meager appropriations for the work, in bringing the lock of 1881 to completion. The country can not afford to have a repetition of that policy and of such methods in completing the present works. The interests now are too large and vital. Long before these works can be completed the traffic on that portion of the lake system will be waiting at the gates. The engineers in charge have sounded no false alarm. Their declared anticipations as to the growth of the tonnage have been exceeded by realities.

General Weitzel, in urging the beginning of a new lock immediately after the completion of the lock of 1881, presented the following considerations: "If, the St. Mary's river, is the outlet by water for the entire country within the Lake Superior 'watershed,' including all the copper mines and a large share of the iron mines found in the northern part of the United States. The copper districts of Michigan had produced, to the end of 1880, 301,054 tons of refined copper, valued at $142,616,137, and the production of last year was greater than that of any preceding one. The agricultural and lumber interests are in their first stage of development. After the exhaustion of the supply of lumber in the districts tributary o Lakes Michigan and Huron, which is not far distant, the Lake Superior region will be the principal source of lumber supply in the northern states.

"This water route is also the natural outlet for the vast region west and northwest of it in the United States and British America, including not only the rich mineral districts in the extreme west, but the fertile valleys of the Missouri, the James, the Red river of the North, and the Saskatchewan, destined to be in the near future the principal wheat-producing region on the continent.

"This region is nearly destitute of fuel, which must be supplied in a great measure from the coal fields of Pennsylvania and Ohio. The carrying of wheat, flour, lumber, coal, salt, and other articles supplied or needed by the vast region tributary to Lake Superior will, in the near future, equal or exceed in importance the transportation of iron and copper."

General Poe, in his annual report, July 21, 1885, said upon this subject: "Scarcely had vessels drawing more than twelve feet begun to use the channel before a demand sprung up for a still greater depth. The commerce using it also increased enormously, until it is now evident that at an early day additional lockage facilities must be supplied to the canal which forms part of the route.

"Only eleven per cent of the freight passing the canal during the season of 1884 was carried in vessels the draft of which would permit the use of the old locks.

"The amount of freight passing the canal has increased from 1,567,741 tons during the season of 1881 to 2,874,557 tons in 1884, or in the three years an increase of 1,306,816 tons, or 83 2 5 per cent in the amount of freight actually passing the canal in one season.

"Should this rate of increase continue, the present lockage system will be insufficient to pass the commerce long before it can be, in the usual course of appropriations for river and harbor improvements, enlarged to meet the greater demands upon it.

"For the fifteen years preceding 1884 the annual increase in the registered tonnage using the canal was comparatively uniform, and averaged about 107,313 tons.

"In 1884, however, the increase was 955,578 tons. This increase was alone equal to the entire commerce through the canal from 1855 to 1860—the first five years the canal was in operation—and is well calculated to startle all who feel any interest in the route by lake between our great northwest and the seaboard.

"It urges in the strongest way that the work of preparing to take care of a commerce greater than the present canal and lockage system could accommodate shall be entered upon without delay."

These official statements are most significant and impressive.

The tonnage of 1886 through the canal showed a large increase over any previous year. General Poe states that on July 15 sixty-seven vessels passed through the locks. The average number passing per day during the month of June was 40; for July, 41¾; for August, 40⅔; and the daily average for these three months was 40⅔. For the same period the daily average of freight passing was 23,371 tons. On July 28, 1886, sixty-three vessels, carrying 43,442 tons, were locked through, which was the largest freight tonnage in one day.

The registered tonnage passing the canal during the season of 1886 was 4,219,397 tons, the freight tonnage 4,527,759 tons. The ratio of increase over 1885 was 39 per cent. The increase in freight tonnage over that of 1885 was 1,271,131 tons, of which 67 per cent was in the single item of iron ore, although there was an increase in every item except silver ore. The estimated value of products passing in 1886 was $69,080,071—a 29 per cent increase in the value of each commodity over 1885.

In this connection some comparisons made by General Poe of cost of construction and the traffic of the Suez canal, built for the accommodation of the commerce of the world, nd this canal, are surprising and very important.

The cost of the Suez canal down to and including the year 1877 was in round numbers not less than $92,000,000.

The United States has expended on the St. Mary's Falls canal to date, including the original land grant of 750,000 acres at $1.25 per acre, $3,087,500. This includes all constructions, repairs and improvements, but does not include the cost of operating the canal which averages $30,000 per annum, for which no charges are levied.

In 1886 the Suez canal accommodated 5,767,756 tons during the three hundred and sixty-five days, or an average per day of 15,802 tons.

During the two hundred and twenty-three days of 1886 in which the St. Mary's Falls canal was open to navigation, it accommodated 4,219,397 registered tons, or an average of 18,837 tons per day, or in a little greater proportion to the daily commerce of the Suez canal than 1 2-10 to 1.

The business of the Suez canal in 1886 showed a decrease from 1885 of 524 vessel passages and of 568,097 official net tons. The St. Mary's Falls canal showed an increase during the same time of 2,075 vessel passages and of 1,183,460 registered tons.

The net receipts of the Suez canal for 1885 were $13,009,909, or an average of a little more than $2.05 per ton on its business.

If tolls at the same rate had been charged on the 4,219 397 registered tons which passed the St. Mary's Falls canal in 1886, the receipts would have amounted to $8,640,295, or nearly three times the cost of the canal to the United States to date; a sum larger than all past ($3,087,500) and proposed ($4,738,865) expenditures by the government on this canal.

To return. The cause of the large increase in the item of iron ore in 1886 will be immediately recognized. Two new ore districts have been opened on Lake Superior, and have begun to pour their mineral treasures into the commerce and production of the country—the Vermillion district in Minnesota and the Gogebic district in Michigan and Wisconsin. The ore deposits in both cases are very extensive, and already well equipped as they are with railroad facilities for moving the ores to the lakes, their contributions to the iron and steel manufactures of the country will rapidly and permanently increase. From these two sources of tonnage alone, unknown to the world five years ago and never included in any calculations of tonnage to pass here, have already come 1,469,073 tons. The freight passing here this season from these two new ore districts alone will be about 1,400,000 tons, and these ores go to Chicago as well as to the lower lakes. But what else made up this 4,527,759 tons carried through the canal by 7,424 passages of vessels?

There were 1,010,000 tons of coal and 115 208 tons of manufactured iron and steel and pig iron going from Ohio and Pennsylvania and 158,677 bbls. of salt from New York and Michigan to the northwest; and there were 1,750,365 bbls, of flour, 19,706,858 bushels of wheat and other grains, and 138,688 millions feet of lumber, with wool from Montana, and 2,000 tons of silver ore out of the far northwest destined for our eastern markets and Europe.

The tonnage of 1887 it is now ascertained will show an enormous increase over that of 1886.

Statement of business of St. Mary's Falls canal, Mich., from the opening of navigation for the season of 1886 and 1887, up to midnight of July 19 of each year:

	1886.	1887.	Increase.
Number vessels	2,987	3,700	714
Number lockages	1,466	1,630	164
Regist'red ton'age, tons	1,679.835	1,961,2 2	281,367
Freight tonnage, tons	1,662,425	2,142,868	480,443
Av. daily reg. tonnage	19,533	24,515	
Av. daily freight ton'ge	19,330½	26,786	

Estimate for whole season of 1887, 220 days, registered tonnage 5,493,300 tons.

Estimate for whole season of 1887, 220 days, freight tonnage, 5,892,920 tons.

Greatest freight tonnage passed in one day (1887) 50,729 tons, which was carried by seventy-one vessels.

On the 3d of June, 1887, forty-nine vessels passed the canal carrying 49,258 tons of freight, or an average of a little more than 1,000 tons per vessel.

Our estimate of the ultimate capacity of the lock is ninety-six vessels in twenty-four hours, or one vessel for each fifteen minutes. Already we have passed in one day during June, 1887, eighty-four vessels.

To this General Poe adds the following: "But now we are face to face with the fact that during the month of June, 1887, alone, the commerce through the canal amounted to 50 per cent more than for a whole year as it existed at the time the enlargement was projected, and that it is increasing righ along at such a rate as to outrun the wildest predictions of ten years ago."

There are now engaged in the commerce of the lakes nearly 1,900 American vessels. They represent an investment of $40,000,000 capital. Some of these vessels are of sufficient capacity to carry at a single trip the grain that would load five freight trains of thirty cars each, with over 600 bushels per car. A crop of a 4,000 acre Dakota wheat farm went through the canal on a single one of these great carriers.

The increasing demand for tonnage has brought into use every resource of wood and iron ship building on the lakes. There are now under construction sixteen steamers that will cost $200,000 each, and nineteen that will cost $135,000 each, an additional investment afloat this year of $5,765,000. The average carrying capacity of this new tonnage will be, on the present depth of water, 2.100 tons, save upon the St. Mary's river, the entrance to Lake Superior. This capacity will be largely increased for the Lake Superior trade by the additional four feet of water contemplated by these improvements, the increase being estimated at 33⅓ per cent.

But the relations of Lake Superior and its outlet are as broad as the continent itself. Deep water navigation, does now and it forever will, draw to the head of Lake Superior the primary products of the great agricultural region of the continent, and from that point also will be distributed heavy produce from the eastern states.

That region, nearly all of it tributary to Lake Superior, includes portions of Kansas, Nebraska, Colorado, Iowa and Wisconsin, and the whole of Minnesota, Dakota, Montana, Wyoming and the Canadian Provinces. The population of Minnesota alone is now estimated at 1,340,000, and her products of the soil, of stock and its products, of mines and manufactures this year will be $321,875,000.

It will be at once recognized that the wonderful and continuing growth of St. Paul, Minneapolis and Duluth have contributed largely to the impressiveness of these statistics.

The area of Minnesota, Dakota, Montana, Wyoming and Manitoba is 616,262 square miles. Their population is now estimated at 3,000,000.

	1885.	1886.
Val. live stock and products	$251,596,834	$377 846,027
Soil products	149.909,839	208,170,762
Mining and Manufactures	190,529.217	332,985,362
Total	$592,198,890	$919,002,151

But these statistics represent only the beginning of the productive capacity of these vast areas.

Into them all population is moving rapidly and railroad construction is proceeding on a scale to meet its transportation necessities. Railroad systems, however, now pushing out into this domain recognize the necessary direction of these products toward the head of Lake Superior and they are building accordingly. Rail and water transportation, in combination and co-operative with each other only, have made possible the settlement and marvelous development of the northwest already attained. A large portion of the trans-continental traffic of the Northern Pacific and the Canadian Pacific railways will be no exception to this law—the concentration of traffic to points of water shipment. Much of the tonnage from Asiatic and Australian sources and from the Pacific slope over these roads will also take the water at the head of Lake Superior for the remainder of its journey over the continent. There, too, are harbor accommodations, natural and improved, for all the exchanges between the east and west; for all the traffic that will ceaselessly and forever flow over long radii to this spot. The inevitable operation of this law of movement has been illustrated by the fact, that the point of largest receipts and shipments of wheat has already been shifted from Chicago to Duluth.

	Bushels.
Receipts of wheat at Chicago in 1886	15,982,524
Shipments of wheat from Chicago in 1886	15,507,763
Receipts of wheat at Duluth in 1886	22,425,730
Shipments of wheat from Duluth in 1886	17,981,935

The bearing of these facts and statistics upon the great questions before the convention—the future business of Lake Superior and the entirely inadequate provision for it on St. Mary's river, is most obvious and significant.

Lake Superior and all its transportation dependencies have for many years been deprived of advantages enjoyed by other members of the lake system. The magnitude of this injurious discrimination can never be realized. A computed cost of movement of the entire tonnage of the canal for twenty-five years on ten to eleven feet of water, as against a computed cost of the same on fourteen to sixteen feet of water, would only approximate its extent.

[*Continued on 5th page.*]

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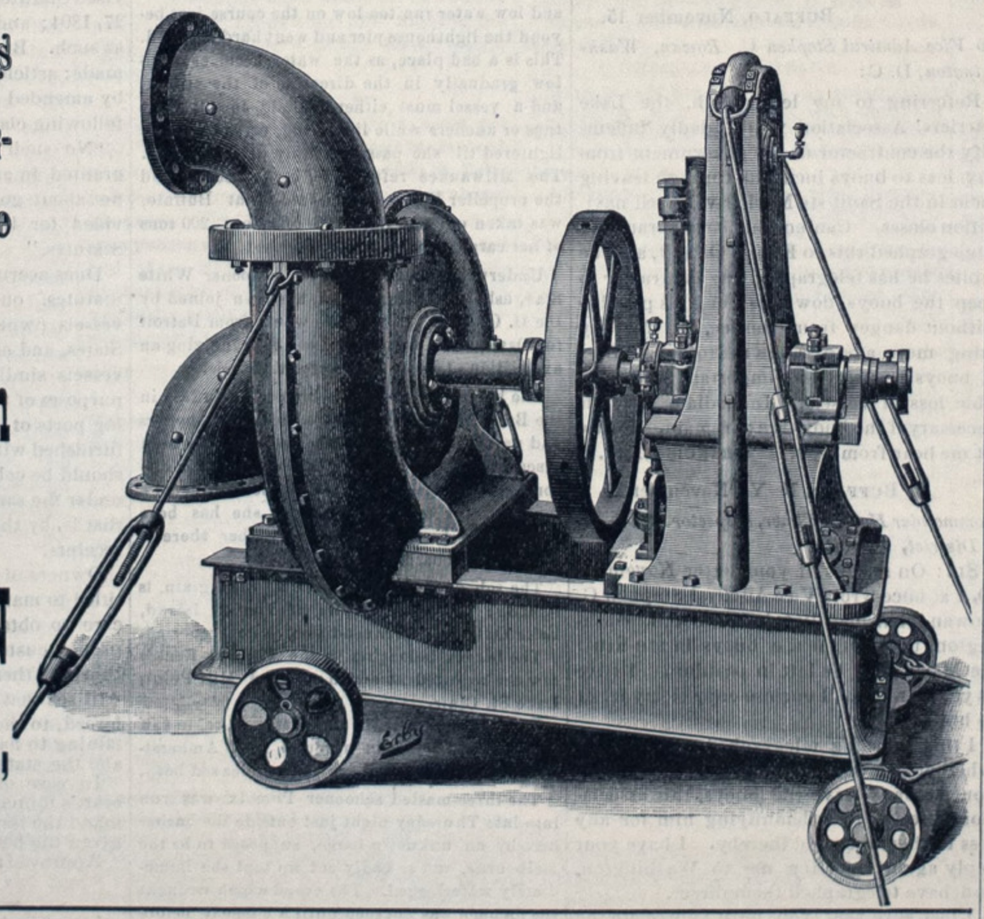

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CLEVELAND, O., THURSDAY, DEC. 1.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHAROTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

LAKE CARRIERS' ASSOCIATION.

BUFFALO, November 29, 1887.

The principal correspondence in the matter of leaving the buoys in the Sault ste Marie river was as follows:

[Telegram.]

CLEVELAND, November 7.

Francis Almy, Sec'y Lake Carriers' Association, Buffalo:

Expected to have been in Buffalo to attend meeting to-day, but find I can not. Wish you could have association take action to have the buoys kept in Sault river until it freezes up or until all boats are through. Answer. THOS. WILSON.

BUFFALO, N. Y., November 7.

Commander Horace Elmer, Inspector 11th Lighthouse District, Detroit, Mich:

SIR: At a meeting of our board of managers, held here this morning, I was instructed to write you, asking whether it could not be arranged that the present buoys in the Sault ste Marie river should be left there until the last vessel passed down, or the river is frozen up, instead of being replaced, as has been customary, just at the most dangerous season of the year, by temporary devices. Will you kindly advise me what option there is in this matter, and in whom vested. Surely the change at this time, and to stakes, bush buoys, etc., seems hard to justify on any grounds of economy.

Yours truly, FRANCIS ALMY. Sec'y.

An answer was received from Commander Elmer, under date November 10, to the effect that he had no option in the matter, which was wholly in interest of the lighthouse board; that he had instructed the contractor whose duty it was to take up the buoys, to leave them as late in the season as possible.

BUFFALO, November 11.

Vice Admiral Stephen C. Rowan, Chairman Lighthouse Board, Washington, D. C:

SIR: On the 7th inst. I wrote to the inspector of the 11th lighthouse district, as instructed by our board of managers, at a meeting held here that date, asking that the buoys in the Sault ste Marie river be allowed to remain until the last vessel had passed down, or the river was frozen up, and urging that they should not be replaced, as has previously been the custom, by makeshift buoys at this, the most dangerous season the of year.

He replies that he has no option in the matter; that the question lies solely in the hands of the lighthouse board whose order is that "all buoys in the lakes and their adjacent waters will be kept in their respective positions as long as possible in the fall, without running the risk of their loss by being caught in the ice, and they will be promptly replaced in the spring after the ice leaves," I would respectfully urge that the present buoys be kept in place as long as they can serve the purpose for which they were intended; namely, to guide vessels through the dangerous channels of the river. The Sault ste Marie river has a rocky bottom and swift current, and its navigation is always hazardous. At this season of the year, with the autumnal gales, and blinding snow, it is especially so, and it sesms hard to justify, on any grounds of economy, the substitution of inferior buoys at such a time. This has been a grievance with vessel men every season, and the feeling has always been that the temporary stakes and bush-buoys were inadequate, and dangerous to life and property. Can you not at once order that the present buoys shall not be removed as long as they are of use? Answer by wire would be advisable.

I presume you are acquainted with the volume of the commerce down this river, but enclose a report, just published, of the proceedings of the waterways convention at Sault ste Marie last June, which will give you full statistics. Respectfully,

FRANCIS ALMY, Secretary.

[Telegram.]

BUFFALO, November 15.

To Commander Horace Elmer, Detroit, Mich:

Referring to your letter 10th inst., if the contractor will leave the buoys on the Sault ste Marie river until the last vessel has passed down or the river has frozen up, the Lake Carriers' Association will indemnify him from any loss incurred thereby. Can it be so arranged. Please answer.

FRANCIS ALMY.

[Telegram]

BUFFALO, November 15.

To Vice Admiral Stephen C. Rowan, Washington, D. C:

Referring to my letter 11th, the Lake Carriers' Association would gladly indemnify the contractor or the government from any loss to buoys incurred through leaving them in the Sault ste Marie river until navigation closes. Can not this be so arranged? I telegraphed this to Elmer, Detroit, and he replies he has telegraphed the contractor to keep the buoys down as long as possible without danger from the ice, but for any thing more again refers me to you. Loss of buoys is surely less important than possible loss of vessels. Immediate action is necessary if the buoys are to remain. Please let me hear from you. FRANCIS ALMY.

BUFFALO, N. Y., November 15.

Commander Horace Elmer, Inspector 11th L. H. District, Detroit:

SIR: On receipt of your letter November 10, I at once wrote Vice Admiral Stephen C. Rowan, chairman lighthouse board, Washington, urging that the buoys in the Sault ste Marie river be left in position. I have as yet no reply. I enclose copy of my letter to him.

I this morning telegraphed you, asking whether we could not arrange with your contractor to leave the buoys, this association agreeing to indemnifying him for any loss to them incurred thereby. I have your reply again referring me to Washington, and have telegraphed them direct.

I feel sure that you must appreciate the importance of not changing these buoys at this season, and beg that you will act promptly on any communication you may receive from the board, and do what you can to have the matter taken upand decided before it is too late.

Yours respectfully,

FRANCIS ALMY, Secretary.

[Telegram.]

WASHINGTON, D. C., November 16.

To Lighthouse Inspector, Detroit, Mich:

The Lake Carriers' Association is very anxious to maintain buoys in Sault ste Marie. Can they be kept down longer? What would be the loss if they were all destroyed by ice. Answer immediately.

R. D. EVANS, Naval Secretary.

[Telegram.]

DETROIT, November 16.

To Lighthouse Board, Washington, D. C:

If all buoys in St. Mary's river are destroyed the loss would be $2,700; spar buoys alone, $1,600. Recommend that spar buoys be left. Many could be recovered.

H. ELMER, Inspector.

[Telegram.]

WASHINGTON, D. C., November 16.

To Lighthouse Inspector, Detroit, Mich:

Leave necessary spar buoys in St. Mary's river. R. D. EVANS, Naval Secretary.

[Telegram.]

DETROIT, November 16.

Mr. G. L. Trempe, Buoy Contractor, Sault ste Marie, Mich.:

Do not raise spar buoys in St. Mary's river. Instructions by mail. Acknowledge this. H. ELMER, Inspector.

DETROIY, November 16.

Mr. G. L. Trempe, Buoy Contractor, Sault ste Marie, Mich.:

SIR: In compliance with the request of the Lake Carriers' Association, the lighthouse board has directed that the spar buoys in the St. Mary's river be left until navigation is closed. This will involve most of them being frozen in by the ice. The can buoys you can raise and replace with spar buoys of the same color, which can be left with the others.

Respectfully, HORACE ELMER,
Com. U. S. N., Inspector 11th District.

WASHINGTON, D. C., November 17.

Mr. Francis Almy, Sec'y Lake Carriers' Association, Buffalo:

SIR: The following is a copy of a telegram sent you to day:

"Inspector of 11th district was instructed yesterday by wire to keep in position all spar buoys in St. Mary's river.

Respectfully yours, R. D EVANS,
Commander U. S. N., Naval Sec'y.

BUFFALO, N. Y., November 17.

Commander R. D. Evans, Naval Sec'y, Lighthouse Board, Washington, D. C.:

SIR: I have your letter of 15th inst. and your telegram of this date, both of which are very satisfactory. I desire to thank you on behalf of the general lake marine, for the prompt settlement of this important matter. Yours respectfully,

FRANCIS ALMY, Secretary.

A similar letter was sent to Commander Elmer.

WRECK NOTES,

The accident list is again long. Buffalo harbor being represented. The propeller Milwaukee of the Western line, arrived at ten o'clock last Thursday night and on account of darkness and low water ran too low on the course just beyond the lighthouse pier and went hard aground. This is a bad place, as the water becomes shallow gradually in the direction of the current and a vessel must either be held in place by tugs or anchors while lightering, or she must be lightered till she passes entirely over the bar. The Milwaukee refused to be pulled off and the propeller Empire State, laid up at Buffalo, was taken out and lightered off about 200 tons of her cargo, when she was released.

Underwriters report that the schooner White Star, ashore at Pelee Island, has been joined by the D. G. Ford. Both have wheat from Detroit for Oswego. Captain McLeod is organizing an expedition at Detroit to go for their release.

The barge S. Clement, which left Buffalo in the Belle Cross's tow with some heavy boilers and part of a load of coal for Saginaw, has been discovered adrift off Long Point Cut. Her history for the past few days is something of a mystery, for to all appearance she has been ashore and been released. Whether there is anybody on board is not known.

The schooner M. F. Merrick, with grain, is stranded on the west side of Timber Island, Lake Ontario. Her condition is not reported.

The barges belonging to the Mineral Rock's tow are reported stranded at Wind Mill Point, Lake St. Clair.

The barges Clement and Little Jake, in tow of the Belle Cross, ran aground near Amherstburge yesterday. The tug Porter released both.

The three-masted schooner Phœnix was run into late Thursday night just outside the harbor here by an unknown barge, supposed to be the Melbourne, and so badly cut up that she immediately waterlogged. The vessel which wrought the damage was not seen until a moment before the crash occurred and was lost sight of almost at once in the fog and darkness. Captain Estrom of the Phœnix had guns fired and torches burned in hope of attracting the attention of some tug, but to no avail, and seeing that he could not save the vessel he ordered the crew to man the yawl and abandon her. They were tossed about for three hours in the surf, but at length found a landing at 33rd street.

CERTIFICATE OF OWNERSHIP OF VESSELS—MARINE DOCUMENTS.

TREASURY DEPARTMENT.
BUREAU OF NAVIGATION, Nov. 28, 1887.

To Collector of Customs and Others:

Misapprehension is found to exist on the part of customs officers as to the construction to be given to the laws and regulations governing the issue of sea letters and certificates of the ownership of vessels. The act of March 26, 1810, provided as follows:

"That from and after the 30th of June next [1810] no sea letter or other document certifying or proving any ship or vessel to be the property of a citizen or citizens of the United States, shall be issued except to hips ssels orve duly registered, or enrolleds and licensed as ships or vessels of the United States, or to vessels which, at that time, shall be wholly owned by citizens of the United States, and furnished with or entitled to sea-letters or other custom house documents, any law or laws heretofore passed on the contrary notwithstanding."

Section 4190, Revised Statutes, provides that—

"No sea-letter or other document certifying or proving any vessel to be the property of a citizen of the United States, shall be issued, except to vessels duly registered, or enrolled and licensed as vessels of the United States, or to yessels which shall be wholly owned by citizens of the United States, and furnished with or entitled to sea-letters or other custom house documents."

The sea-letter or other custom house document alluded to in the acts are the sea-letter and passport mentioned in sections 4306 and 4308 of the Revised Statutes, which restrict the use of the documents to vessels "going to any foreign country."

The act of 1810 prohibited the issue of any such document to any unregistered vessels unless owned by citizens of the United States on June 30, 1810, and this prohibition is held by the regulations of both the State and the Treasury Department to be still in force. The law, as embodied in section 4190, Revised Statutes, is based on the act of 1810, omitting the limitation, but it can not be construed as authorizing the issue of sea-letters or passports (certificates of ownership) to undocumented vessels not going to a foreign port.

Article 94 of the regulations of 1884, relating to undocumented vessels owned by American citizens, states that "the collector of customs, though forbidden by law to grant any marine document or certificate of ownership, may lawfully make record of the bill of sale in his office, and deliver to the owner certificate to that effect, and that he is a citizen of the United States.'- The regulation was not intended to constitute this certificate a "regular document," the possession of which, under section 4226, Revised Statutes, (reproducing the act of March 3, 1805) would exempt unregistered vessels from the dues imposed by section 4225, Revised Statutes, (reproducing the act of March 27, 1804; and collectors will not recognize it as such. But as claim to that effect has been made; article 95 of said regulations is hereby amended by the addition thereto of the following clause:

"No such certificate, however, shall be granted in any case in which the vessel is not about going to a foreign port, as provided for in section 4308 of the Revised Statutes."

Dues accrue, under section 4225, Revised Statutes, on undocumented foreign-built vessels owned by citizens of the United States, and on undocumented domestic-built vessels similarly owned, whether used for purposes of trade or pleasure, on their entering ports of the United States and whether furnished with such certificates or otherwise, should be collected in the same manner and under the same regulations as tonnage dues; that is, by the custom officers, who will give receipts.

Owners of such of the vessels as are entitled to marine documents should exercise care to obtain the requisite papers at the proper custom house, no charge being authorized therefor; and the customs officers will see that the law upon the subject is enforced, to the end that the regulations pertaining to navigation may be complied with, and the statistics of tonnage be perfected.

In case of uncertainty whether a small craft's tonnage is sufficiently large to demand the issue of license, the vessel will be given the benefit of the doubt.

Approved: C. S. FAIRCHILD,
Secretary of the Treasury.

According to the Berlin bureau of statistics there is in the world the equivalent of 46,000,000 horse-power in steam-engines, 3,000,000 being in locomotives. In engines other than locomotives the United States comes first with 7,500,000 horse-power; England next with 7,000,000 horse-power; Germany 4,500,000 horse-power; France 3,000,000 horse-power, and Austria 1,500,000. Four-fifths of the steam-engines now in operation are said to have been built within the last twenty-five years.

[Concluded from 2d Page.]

The lock of 1881, under slow and meager appropriations, was ten years in building. It was outgrown before completion. In any event several years will be required for the completion of the present undertakings. Pending that result, our largest vessels will of course be practically excluded from the Lake Superior trade.

We need hardly advert to the enormous risk of dependence upon a single lock, but the commerce and production of the country are now carrying that risk.

Should accidents occur to obstruct or to interfere with the perfect mechanical adjustments of the machinery of the present lock, and the lockages be suspended for a single month of the navigation season, the loss and injury would be irreparable.

The existing conditions then, upon the St. Mary's river, required most prompt and vigorous action on the part of the government.

Here as well as elsewhere throughout the lake system twenty feet or more of water should be secured as quickly as money, skill and engineering ability can be made to overcome natural obstacles. Every dictate of prudence, justice and wise economy requires this, and as most directly and powerfully contributing to this end the necessary appropriations of the total amount required for the completion of the lock and the Hay Lake channel improvement should be made at once. Their economical expenditure, under the plans already approved by the war department, may safely be left to the capability and to the integrity of the engineers in charge.

In view, thereof, of existing conditions upon this waterway of the great lakes, this convention, representing their widely extended relations, hereby respectfully and most earnestly appeals to your honorable body for the immediate completion of the work now in progress on the St. Mary's river.

The great lakes, as an instrument for effecting commercial exchanges, are of priceless value to people. They belong, with all their magnificent equipment for securing transportation at the lowest possible cost and thus enhancing the value of products, to the people.

Their capacity, however, to perform this service is now seriously restrained and limited by the obstacles on this channel connecting Lake Superior and Lake Huron.

Notwithstanding the magnitude of the present tonnage movement through this channel, population and production are now fully abreast of transportation facilities. There is no provision for the enormous increase of tonnage now full in view.

Further reduction, too, in the cost of transportation on the Lake Superior branch of the lake system must await the deeper water, which the lock and the Hay lake channel, when completed, will give.

Can the country afford to withhold from immediate use the additional four feet of water, which will be secured by the completion, of these two projects, long since approved by the war department?

That will be, to our people, one of the richest material gifts ever conferred by the government. Long before it can be enjoyed, however, even by the freest possible expenditure of money, the east and the west will wait here for passage.

Weighed against the interests at stake, the amount to be appropriated is really of small importance. Time, however, is invaluable.

We respectfully and most earnestly urge, therefore, the prosecution of these works to completion by means of every appliance at command of the government, and as a means to this end we ask for the appropriation annually of such sums as can be economically expended.

GEORGE H. ELY, Cleveland, O.
Chairman Committee on Memorial.
Sault ste Marie, Mich., July 20, 1887.

The London Trade Exchange says: An unusually large number of orders for new steamers have been placed during October. Contracts have been secured by nearly all the firms on the Clyde; the steel-makers anticipate busy times, and are making their preparations accordingly. Freights are hardening, and the low prices of materials should induce most of the shipping companies to increase their fleets. It is now clear that steel will hold the field for shipbuilding purposes, and iron ships will soon be as obsolete as wooden vessels.

While Charles B. Smith, a United States seaman, was being court-martialed at Norfolk, Va. He jumped overboard from the ship Jamestown and escaped. The absent prisoner sent the irons back to the Jamestown by a colored man, with his compliments to the executive officer, and the following message: "I herewith return the irons, thinking you may need them for some other unfortunate blue-jacket who may bang a nigger for cursing him." The escape of the prisone broke up the court-martial.

For full information as to ... inquire of or address CAHOON & HUTCHINSON, ... Bank and Superior ... ticket office, corner ... Bank, ... Water Sts.

Around the Lakes Continued from 1st Page.]

KENOSHA.

Special to the Marine Record.

The steambarge S. H. Johnson, with her cargo of 163,000 feet of lumber, left Muskegon for Chicago, at 7 p. m. Wednesday, November 23. The Johnson had in tow a scow containing 385,000 of brick for the St. Paul railroad. The severe storm that swept over the lake reached the steambarge and her tow in the center of the lake, and the struggle between the surging seas and the unfortunate vessels soon thereafter ensued. In addition to the strong force of the wind the lake was shadowed by a drizzling rain. Early on the following morning Captain Connell concluded to adopt the wise course of anchoring the scow and entering the port of Kenosha with the steambarge. On endeavoring to do this the tow line connecting the steambarge with the scow, became hopelessly entangled in the Johnson's wheel, and both drifted toward the shore. They struck bottom about 600 feet outward in the lake and nine miles south of Kenosha about 8 o'clock a. m. A dispatch from the station agent at the state line, containing a brief notice of the wreck, reached the life saving station at Kenosha at 9:30 a. m., and the crew, with their equipments, reached the scene of disaster at 1:30 p. m. Your correspondent, with a horse and buggy, arrived on the ground an hour and a half in advance of the life savers, as it required time to load the surf boat, morter and its carriage on wagons, and the condition of the road was such as to retard the progress of the heavily-loaded teams. The first line thrown out by the mortar was unsuccessful, but the second reached the steambarge and was securely fastened to the foremast by the suffering and affrighted crew, who were successfully transferred to the shore in one hour and forty minutes. About three hundred people had gathered on the shore and there were plenty of willing hands to aid the life saving crew. The steambarge was owned by Charles Mears, of Chicago, was valued at $12,000, and was a total loss; no insurance. The names of officers and crew were as follows: Richard Connell, master; Philip Willis, mate; Daniel Sherman, fisrt engineer; John Miner, second engineer; Daniel Gates, Arthur Callahan, firemen; Charles Booker, steward; Edward Rohr and Edward Callahan, deck hands. On the tow John Bundy and another name not known, making altogether twelve persons saved by the life saving crew and their volunteer assistants.

The bodies of Louis Ahlsuede and Fred Clomfoot, lost on the 20th, have been recovered. C. A. E

CHEBOYGAN.

The propeller Albany is probably in worse shape than anticipated, fifteen feet of water being reported in her hold, and her corn cargo in her forward bulkhead is being pumped overboard as worthless. Several thousand barrels of flour are already jettisoned besides a large quantity of pork and beef. In her present condition should a storm come up from the east, she would certainly become a total loss. The tug Leviathan is now at work on her with a lighter and a large force, taking out the balance of the cargo. The propeller Albany has been in service but three years. She was built at Wyandotte in 1884. She is 267 feet long, 38 feet beam, and 14 feet molded depth of hold. She was built entirely of steel at a cost of $225,000 and had an A1* rating in the Inland Lloyds. She left Chicago with a cargo made up as follows: 52,331 bushels of corn, owned by Fleming & Boyden and H. J. Coon & Co.; 3,950 barrels of flour, 395 barrels of cornmeal, 6,150 sacks of flour, 140 sacks of bran, and 50 tierces of lard, owned by various parties. The package freight is insured in the Anglo-Nevada and other companies, the risks on the grain being placed as follows: Commercial Union insurance company, $10,118; Boston Marine, $6,000; Marine insurance company, of London, England, $10,000; total insurance on grain, $26,118. The Albany was in command of Captain Frank Williams, one of the most experienced and careful navigators on the chain of lakes. He has been in the employ of the Western Transit company for twenty-five years, and this is the first accident that has befallen a vessel under his command. Owners feel sure that the vessel did not get on the rocks through any fault on the part of Captain Williams.

The Albany is still aground with the tugs Gladiator, Swain, and Leviathan working at her. They had her partly pumped out but let her fill again, anticipating a storm. It is thought most of her cargo will have to be taken out before she will float. A heavy westerly gale with driving snow is in progress, and work, on that account, will probably have to be abandoned, as she is somewhat exposed. The Albany was released Sunday night. With the exception of a hole in her bottom forward she is in good shape. Five pumps are on board. Her corn cargo is a total loss and all but 200 tons of flour was lost or damaged. Only 10,000 bushels of corn still remains in the hold. It will take her about four days to get in shape to go below.

The tug Champion has arrived, and is working on the stranded schooner Montgomery.

The "mosquito" fleet were caught out on Saturday night in the vicinity where the steamer Albany stranded, and were scattered before a blinding snow storm from the west. Several were reported lost, including the tug Cygnet. The latter boat arrived in port Tuesday morning, however, having in tow two sailboats. The only ones reported lost now are George C. Nelson and a man named Jewell, who were in a small boat with the rest of the fleet. Nothing has been heard from them since.

LEAMINGTON.

Last Thursday morning the schooner White Star, loaded with 600 tons of coal from Oswego to Detroit, was wrecked off Point Pelee, about twelve miles from here. The crew was composed of Captain Murphy, of Oswego, and six seamen. A terrible gale was blowing at the time, and a very heavy sea was running. Besides there was a very thick fog, which rendered it impossible to take any bearings. About 3 o'clock in the morning she struck a bar at the end of the Point, and the force of the terrible sea drove her completely over the bar into the surf beyond, where in a short time she broke in two. At daylight five of the crew took their boat, and there not being room for all, the captain and a sailor named Hunter remained on the vessel. After a terrible experience the boat reached the shore. They were assisted by Fishermeu Oper, Grub, Wrigglesworth, and Grey. Several heroic attempts were made to reach the vessel, but every time the boat was swamped and it was almost impossible to pass through the surf. The captain and Hunter remained on the wreck, hanging on to the rigging of the vessel, for nineteen hours, the waves constantly breaking over them. After the wind changed and the sea went down the fishermen mentioned, with the assistance of two of the crew, reached the wreck and rescued them. This is the most dangerous part of the shore of Lake Erie and the Canadian government should have a life saving station here as not a season passes without loss of life and property. Mate Murphy, tells the following graphic story of the disaster: There was a fearful sea all Wednesday night and with it was a thick fog on that made it impossible to see a light. I thought we were near the dummy light, off Point Pelee, but it was black as ink outside, and we could not locate ourselves. Suddenly there was a crash and the vessel went on, head first. She keeled over and swung around and the big seas made a sweep of her decks. It was a rocky bottom, which ground right through her, and she was filling in a few moments after she struck. There was one yawl boat aboard and we managed to get this to the lee side. There were seven of us, and the little yawl would hold but five. Two had to stay on board. My brother, the captain, chose to stay on board, and with him remained one of the sailors. We got the boat down to the water, but the waves beat it against the side of the vessel and threatened to stave in the yawl. As the fifth man slid down the line the yawl capsized and we were thrown into the water, some of the boys got on top of the upturned yawl. Others caught drift. We knocked around until daylight and were finally beached, all of us alive. The vessel could be seen about fifty rods out, leaning over and beating fearfully. We could see my brother and the sailor up in the rigging, waving their hands and shouting for help. About thirty men had collected on the shore but they could give us no assistance, as they were without boats or tackle. Captain Murphy and the sailor Hunter were rescued by fishermen. The captain is apparently none the worse for his nineteen hours' exposure, but Hunter suffered terribly from the cold, and is in a critical condition. The White Star was broken in two and is a total loss. She was owned by Cummings & Griffin, of Oswego, N. Y., and had a cargo of 600 tons of coal for Detroit.

MARQUETTE.

J. H. Gillett, of this city, bought the coal cargo of the schooner Plymouth, wrecked just above this place, for a nominal sum. She had on 1,300 tons of soft coal and it is estimated that 700 tons of it are above water. The vessel will not hold through another blow, and Gillett's tug will begin work on the coal at once. Gillet has just brought in 285 barrels of the Richard Morwood's cargo of oil from Grand Island, and expects to have nearly the whole of the cargo of 2,500 barrels off. The vessel has gone to pieces badly since her crew left here. She is on the most exposed corner of Grand Island, and her timbers will not hold together through the winter. The Queen of the West took the last cargo of ore from this point for the season, and shipments have closed, though ore could still be sent were vessels here. The tug holding a contract here brought in the crews of the Hursons Island and Granite Island lights, and their lights are out for the season. Standard Rock lights were put out Wednesday, when the crew was brought here.

SAND BEACH.

Special to the Marine Record.

The following vessels sheltered here the past week: On the 21st propellers Roanoke, A. J. Wright, steamer City of Mackinac, barges Margaret Olwill and R. C. Brittain.

On the 22d the barge John E. Potts and consort, Westford and three in tow, Benton and four, Eighth Ohio and three, City of Concord and one.

Very thick, foggy weather has been the rule this week.

On Thursday, the 24th, when the schooner H. C. Winslow was outside the harbor and making for shelter, a sailor named Frank Fuller, was knocked overboard by the main boom. Lumber and lath were thrown overboard to him, but all efforts to save him failed, as he sank immediately and never came to the surface. The parents of the man live at Jeddo, St. Clair Co., Mich. He was about 5 feet 10 inches tall, and was a heavily built man. When drowned he had on mackinaw shirt and overcoat and long rubber boots. LUFE.

SAULT STE MARIE.

Captain John Cassin and the crew of the Pacific, wrecked thirty-seven miles above Whitefish Point, arrived down in a small boat. They report that the Pacific, after having loaded a full cargo of lumber from Cook & Wilson's landing, started at 6:30 p. m., November 15, and owing to low water grounded at the outer bar, drawing eleven feet four. The wind then being off land, Captain Cassin did not deem it advisable to throw any cargo overboard, as she was making her way over the bar. Before the bar was crossed the sea caused her to go broadside to. He threw overboard 70,000 feet of lumber and let go her anchors. The cables parted and she went on the beach at 12:30 a. m., November 16. The crew remained near the wreck in hopes of assistance to get her off. On the 19th a gale from the northwest set in, breaking the hull to pieces. Captain Cassin says there is nothing left of the boat but the machinery.

The steamer Cormorant was released Thursday night and left Friday with her consort, the Wall. The cargo and hull are not injured. Captain Young, late of the steambarge Egyptian, arrived with orders from the owners to take charge of the Cormorant, and Captain Preston left by train for Cleveland. Ice is forming rapidly in the still water in the Sault.

PICTON.

Last Thursday night during a furious gale and snow storm that raged on Lake Ontario, the schooners Delaware and M. F. Merrick were driven ashore near here. The Delaware struck the beach a mile south of Point Peter lighthouse. When discovered the crew were in the rigging and big seas were dashing over them. Three citizens of this place dragged a fish boat along the shore for two miles, launching it abreast of the wreck, and rowed through the dangerous surf to the vessel. All hands were taken off and safely landed. They spent a terrible night in the rigging and when rescued were nearly frozen.

GRAND CALUMET.

The tug Protection arrived here to assist the barge Melbourne with the surf boat in tow and the life saving crew aboard. Captain St. Peter and crew did good service getting a line aboard the barge. The tug was about getting ready to start pulling on the line when a bight of it got foul of the wheel, rendering the tug helpless. By hard work the line was gotten out and work was again commenced. When the Protection was disabled two tugs were wired for.

THE MOST INTERESTING MARINE NEWS,

Concerning directly every sailor after navigation closes is how most advantageously, to invest his hard-earned money. Flannel garments being mostly wanted before any other, to give the body an equal temperature, and absorb the perspiration, it becomes necessary to purchase pure woolen fabrics. We, the unersigned. Kohn & Co., of Boston Dry Goods Store, 213 Detroit st., near corner Pearl, Cleveland, O., established since 1866 in this city, have made the manufacturing of *Flannel, Cassimere, Waterproof Shirts*, scarlet *Undershirts* and *Drawers* a specialty, to be sold direct to consumers. Therefore, we are *the only Retailers* in this city who make genuine *home-made Shirts*, 52-inches wide, 36 to 40 inches long, extraordinarily well sewed, or make them *to order* according to the taste of the Customer *without extra charge*. Remember this! We are also constantly prepared to meet the wants of the Vessel trade in the supply of *Comfortables, Blankets, Table linens, Sheets* for bunks, *Pillow-cases, etc.* or any necessary equipments for bedding, which we also *sew to order at shortest notice*. The *Custom merchant tailoring department* connected with our establishment, and conducted by our son, Jo. L. Kohn, a tailor and cutter, furnishes the nobbiest *Dress, Evening or Business Suit* from $8 to $10 less than any merchant tailoring establishment, for he saves the expense of *extra Rent* and the employ of an *extra cutter*—all done to advertise himself. Kohn & Co., 213 Detroit st., near corner Pearl.

RECORD OF VESSEL PASSAGES.

THROUGH THE SAULT.

SAULT STE MARIE, Nov. 25.—Morning, down—Nyack, China, R. P. Flower, Cormorant.

Afternoon, down—B. F. Bruce.

SAULT STE MARIE, Nov 26.—Afternoon, down—Bessemer, City of Duluth.

Morning, down—Athabasca.

SAULT STE MARIE, Nov. 27.—Afternoon, up—Ontario, Alberta.

Afternoon, down—H. A. Tuttle, Spokane. Missoula, Roumania, Australasia, Jay Gould.

Morning, down—Kasota, Yakima.

SAULT STE MARIE, Nov 29.—Afternoon, up—W. H. Stevens, Samuel F. Hodge.

Morning, down—Jas. Fisk, Jr., J. C. Gilchrist, H. D. Alverson.

Afternoon, down—City of Traverse.

SAULT STE MARIE, Nov. 30.—Morning, down—W. A. Avery, H A. Hawgood.

DETROIT, Nov. 26.—Morning, up—None.

Afternoon, up—Schooner Marengo.

Afternoon, down—W. R. Stafford.

PASSED PORT HURON.

PORT HURON, Nov. 25.—Morning, up—Sanilac, Veronica, Chas. J. Kershaw, Oscoda, City of Mackinaw, John C. Gault, Simon Langell and consort, Nebraska, St. Paul, Northerner, Oceanica.

Afternoon, up—D. C. Whitney, F. L. Vance, Jno. B Lyon, City of Alpena.

Morning, down—Forest City and consorts, S. L. Tilley and consorts, Havana and consorts, Georgian, Tioga.

Afternoon, down—C. Tower, Haight, J. B. Kitchen, Mattawan, Argonaut Arctic and consort.

Arrived—United Empire, C. F. Curtis, C. H. Greeley and consorts, W. D. Powers and consorts.

PORT HURON, Nov. 27.—Morning, up—Tug Wm. A. Moore, S. F. Hodge, Iron King, Wm. H. Stevens.

Afternoon, up—Alex Folsom, W. H. Wolf, Josephine, C. P. Minch, R. R. Rhodes, Wyoming.

Morning, down—Fred Kelly, R. P. Fitzgerald, Ogemaw and barges, J. F. Fay and consort, Cuba, Donaldson, H. J. Jewett, Russell Sage, Geo. Kelly and consort, Syracuse, Alaska, J. P. Donaldson and consorts.

Afternoon, down—Oscoda, City of Concord and consorts, Oscar Townsend and consort, Iron Chief and consort, Keystone and consort.

Arrived—Newsboy, Ida Keith.

PORT HURON, Nov. 28.—Morning, up—Bulgaria, G. W. Adams, Tacoma, Annie Young, Lycoming, Japan, W. J. Averill, Wissahickon and consort.

Afternoon, up—Juniata and consort, John Pridgeon, G. T. Hope, Belle Cross and barges.

Morning, down—Cormorant and consort, Queen of the West, Samson, S. L. Watson, C. F King.

Afternoon, down—D. W. Rust and consort, R. Stewart and barges, Manistique, Abercorn and barges, Araxes and barges, Spokane, H. E. Packer, Montana, Roumania, Australasia, Yakima, Boston.

PORT HURON, Nov. 29.—Morning, up—Milwaukee, Sitka.

Morning, down—City of Rome, City of Alpena, W. M. Egan, Buffalo, Louisiana.

Afternoon, down—Wocoken and consort.

Afternoon, up—Aurora and consort, City of Cleveland.

Left—Cheney Ames, Anna P. Grover General Burnside, for Detroit.

PORT HURON, Nov. 30.—Afternoon, down—Jay Gould.

Morning, down—Siberia, Leland, Oregon, Moore with propeller Pahlow.

Afternoon, up—Tioga, M. B. Grover.

Morning, down—Escanaba, Oscoda, Clyde, Nelson Mills.

THROUGH THE STRAITS.

MACKINAW, CITY, Nov. 25.—Morning, down—Propeller Wm. Edwards with schooner Maurice W. Page, D. W. Rust and consort.

Afternoon, down—Ed Kelly, Fayette Brown.

Afternoon, up—Propeller Geo. Spencer.

PORT COLBORNE, Nov. 25—Passed down—Schooner Comanche, Chicago to Prescott.

Up—Nothing. The lumber barges Hinckley and Harmon on Point Abino have proved a total loss. Their outfits are being taken off and brought here and all hope of releasing them is given up.

MACKINAW CITY, Nov. 26—Morning, down—Propeller Syracuse, Alaska, Oscar Townsend and consort, H. J. Jewett, tug Samson, schooners S. L. Watson, C. G. King, propellers Keystone and consort, Manistique and consorts.

Morning, up—Propeller Veronica, C. J. Kershaw and Avon, Peerless and J. C Gault. R. P. Ranney and consort, Oceanica.

Afternoon, up—F. L. Vance, J. B. Lyon, St. Paul, Nebraska, Simon Langell and consort.

MACKINAW CITY, Nov. 27.—Morning, down—Propeller H. E. Packer.

Afternoon, down—Susquehanna.

Morning, up—A steambarge with Fannie Neil.

In harbor—Propellers Northerner and Greene and consort.

MACKINAW CITY, Nov. 28.—Morning, down—Propeller Buffalo, Wiley M. Egan.

Afternoon, down—Wocoken and consort, Louisiana.

Morning, up—Propeller Northerner, Iron Age.

Afternoon, up—C. H. Green and consorts.

MACKINAW CITY, Nov. 29.—Morning, up—Propeller W. J. Averill.

Afternoon, down—Bulgaria, George W. Adams George T. Hope, John Pridgeon, propeller Arabia.

Afternoon, up—Propeller Dean Richmond, Wissahickon, schooner Schuylkill, Juniata, Annie Sherwood, Lycoming.

In harbor—Propeller Fayette with Fannie Neil.

MACKINAW CITY, Nov. 30.—Afternoon, down—Tug Duncan City with lightship J. W. Dunscomb, propeller Commodore.

Morning, up—Propeller Milwaukee, Sitka.

Afternoon, up—Tioga.

PASSED PORT COLBORNE.

PORT COLBORNE, Nov. 26.—Passed down—Propieler B. W. Blanchard, Newburg, Chicago to Ogdensburg.

Up—Nothing.

Arrived—Schooner Pandora, from Buffalo, to lay up.

PORT COLBORNE, Nov. 27—Passed up—Schooner Sterling, Toronto to Buffalo.

Passed down, to-day—Propeller Dominion and schooner Augusta, S. L. Tilly and schooner G. M. Neelon, Fort William to Kingston.

PORT COLBORNE, Nov. 29—Passed down—Schooner Sterling, Buffalo to St. Catharines; propeller Mattawan, Parry Sound to Hamilton.

PASSED DETROIT.

DETROIT, Nov. 25.—Morning, up—Sicken and barge.

Afternoon, up—B. W. Arnold, S. F. Hodge, W. H. Gratwick, Arabia, J. F. Eddy, New York, Raleigh and consort, Birckhead, Kalkaska, Iron King, Canisteo and consorts, Rube Richards and consorts, J. I. Case.

Morning, down—Smith Moore.

Afternoon, down—Tilley and consort, Tioga, Forest City and consort, Havana and consort.

DETROIT, Nov. 27.—Morning, up—Josephine and consort, Belle Cross and barges, Folsom and consort, Newsboy, W. H. Wolf, R. R. Rhodes, Wyoming, John Pridgeon, Tacoma, Lycoming, Wissahickon, Schuylkill, Juniata, Annie Sherwood, H. S. Pickands and consort, Alcona and consort, schooners Ida Keith, Delaware, Atmosphere.

Afternoon, up—Spinner and consorts, Park and barge S. C. Hill, S. J. Macy and consort.

Morning, down—Wm. Chisholm, C. Tower, Fountain City, Argonaut, Nevada. D. M. Wilson and consorts, Wallula and consort, Fred Mercur, R. A. Packer, China, Nyack, Nelson Mills, R. P. Fitzgerald, Lowell, R. P. Flower, Arctic and consort, Cuba.

Afternoon, down—H. J. Jewett, J. S. Fay and consort, A. E. Everett, H. J. Webb, Ohio, J. C. Gault, Wm. Edwards and M. W. Page, Ogemaw and consorts, Syracuse, J. C. Pringle and consorts, Fred Kelly, Oscoda, City of Concord and consort.

DETROIT, Nov. 28.—Morning, up—E. Thorpe.

Morning, down—Bessemer, Keystone and consort, Cormorant and consort, Iron Chief and consort, Geo. King and consorts, Samson and consorts, Queen of the West, Cumberland and consort, Horace A. Tuttle, Missoula, Manistique and consort.

Afternoon, up—Chauncey Hurlbut, Sam'l Mather, Aurora and consort Milwaukee.

Afternoon, down—Oscar Townsend and consort, D. W. Rust and consorts, Rhoda Stewart and barges, H. E. Packer, Montana, Roumania, Abercorn and barges, Kasota, United Lumberman and barge, Australasia, Araxes and consorts.

DETROIT, Nov. 29.—Morning, up—Sitka.

Morning, down—City of Rome, Yakima, Boston.

Afternoon, up—Maurice B. Grover, City of Cleveland, Don M. Dickinson, barges Escanaba and Tioga, tug Sumner and three barges, barge Ed Smith and three barges.

Afternoon, down—Buffalo, Wiley M. Egan

DETROIT, Nov. 30.—Morning, up—tug Ray and three barges, Oscoda, Westford and two barges, Clyde, Kalkaska.

Morning, down—Barge Louisiana, propeller Rochester.

Afternoon, up—None.

Afternoon down—Barges Jas. Pickands, Siberia, Leland, tug Moore and barge Pahlow, Oregon.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

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PROPELLER TOLEDO—About 700 tons capacity. Apply to EBER WARD, 51 Griswold Street, Detroit, Mich.

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FOR SALE, and must be sold quick—Too many partners.

Propeller Benton, A2. Average load, 360M. $28,000.
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Terms to suit purchasers if parties good. For further particulars, address,

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E. J. VANCE, Bay City, Mich.

NOTICE TO THE PUBLIC.

PAY no bills of the tugs Dave & Mose and Shoo Fly to any person but Andrew A. Mills, Jr. If you do you will be responsible to pay the bills over.

ANDREW A. MILLS, Jr.,
765 Jeffersen Ave., Detroit, Mich.

NOTICE.

ANY bills the tugs Dave & Mose and Shoo Fly have against vessels must be settled before February 1, 1885. If not, the vessels will be libeled for said amount.

ANDREW A. MILLS, Jr.,
765 Jefferson Ave., Detroit, Mich.

The shipbuilding industry, after many years of stagnation, is about to received a boom in Windsor. J. Hall, an old shipbuilder, has already contracted for Beattie's wharf. He has got the contract for building a 200 foot steamer for Wigle, and expects to get her on the stocks this winter. The new boat is to be first class in every way. She is to take the place of the City of Dresden next season. The wealthy men of Windsor who are to have built for them a speedy yacht are now figuring with Captain Hall. Several others have spoken about proposed vessels being built at the new yard.

THE LOG BOOK.

The schooner American Union on her last trip down struck the Limekilns and sprung a leak.

The tug Winslow last week released the steam barge Jim Sheriffs, which stranded on Grosse Pointe.

The ship carpenters of Detroit promise full support to their fellow-workmen who are out on a strike at Buffalo.

The schooner H. Fitzhugh made the run from Sandusky to Buffalo with a load of wheat last week in 24 hours.

The seamen's assembly of Toronto has fixed wages at $3 per day on Lake Ontario and $3.50 through the canal.

The big steel propeller Hudson, built by th Detroit drydock company at Wyandotte, was launched at 3 o'clock Wednesday.

Captain M. Swain, the Cheboygan wrecker, is thinking of trying to raise the propeller Osceola from Port Austin reef with the tug Leviathan.

The White Shoals lightship has been ordered into winter quarters, and the tug Duncan City will bring her down as soo. as the weather permits.

Owing to recent accidents to Ward line boats, which carry the copper product, a large quantity of copper now awaiting transportation will probably not go below this season.

Last week wound up about all the American passenger boats bound up. The Athabasca will probably be about the last boat to leave the Soo, bound down, which will be about Dec. 1.

When the wrecked crew of the Bessie Barwick arrived at St. Catharines they were given a hearty welcome. The crowd that assembled sang "Home Sweet Home."

The dredges engaged in government improvement work in the Soo river and canal, will not cease operations until the ice drives them to it. One of them is disabled at present.

The straight channel of 12,600 feet at Toledo now has a cut 11,100 feet long and 50 feet wide finished. The full width will be 200 feet. The dredges are ordered laid up.

Captain John Donnolly, of Kingston, who has visited the wreck of the city of Owen Sound, says the boat "is in her last resting place," lying in 114 feet of water forward, and 110 feet aft.

Collector Morse, of Cape Vincent, has given notice that under the provisions of the act of congress of March, 2, 1881, the name of the steamer John Thorn, of Cape Vincent, is changed to that of Islander.

Mr. D. Desloges, of Montreal, is suing the Richelieu navigation company for $10,000 damages on account of injuries alleged to have been received on the company's wharf at Quebec through the negligence of employes.

Captain Thom, the commander of the Rochester, of the Union steamboat company, entered a formal complaint against the Grosse Point station before the customs officials, charging a failure to work the fog siren with which the station is equipped.

The first steamboat ever constructed in Pennsylvania to use naphtha as a motive power was launched in Philadelphia at the shipyards of Sheppard & Co. She is to run as a mail and passenger boat between Lambert's Point and Norfolk, Va.

A British sailor, serving on the United States steamer Quinnburg, who was under sentence of imprisonment for some offence, jumped overboard in the sea of Marmora. He reached the shore and claimed British protection. The American consul claims him, but the British refuse to surrender him on the ground that his offense is not included in the extradition treaty.

The forthcoming Christmas number of Harper's Magazine will be the most princely descendant of its royal line, with the noble blood of many kings of thought throbbing its arteries, and richly decked in sumtuous attire of illustrations. In point of attractive reading and luxuriant drawings it takes the palm even from the previous holiday numbers of "The Giant of the Monthlies."

Captain Ira F. Holt, owner of the steamers Dove and Stewart, announces that he will another season run a line of boats between St. Ignace and Escanaba. The Dove will be one of the boats, but the captain has not yet decided on the other. During the winter the Dove will be docked at Bay City and will have her hull and upper works strengthened, and will also receive a new boiler to drive her at least ten or twelve miles per hour.

The Ætna and Greenwich insurance companies have already paid Corrigan and Huntington for the loss of the Niagara and Polynesia. The amount is $25,000 for the loss of the Niagara, lost with all hands in Lake Superior, and $43,750 for the foundering of the schooner Polynesia in Lake Michigan. These amounts, with $3,000 insurance on the freight list of the Polynesia, and $3,500 on the freight list of the schooner Niagara, make a total payment for the loss of both vessels of $75,250.

An arrangement has just been consummated by which the Lake Michigan and Lake Superior transportation company comes into possession of one of the most valuable dock leaseholds on the river front. On the north bank of the Chicago River, adjoining the abutment of Rush street bridge on the east, and running in an easterly direction a distance of 310 feet, there meeting the western boundary line of the Kirk estate, lies what is known as the O'Connor dock. The property has a depth of 120 feet from North River street to the water's edge.

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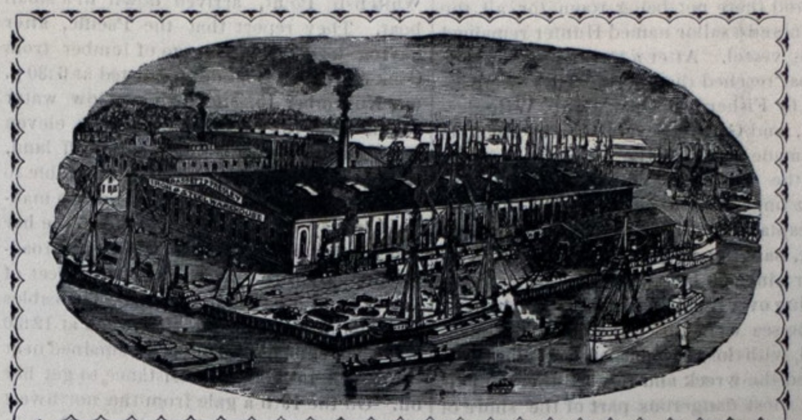

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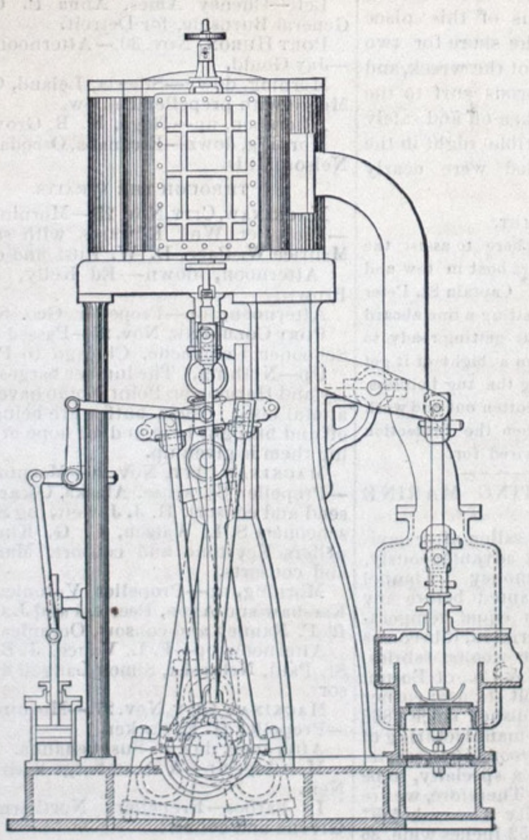

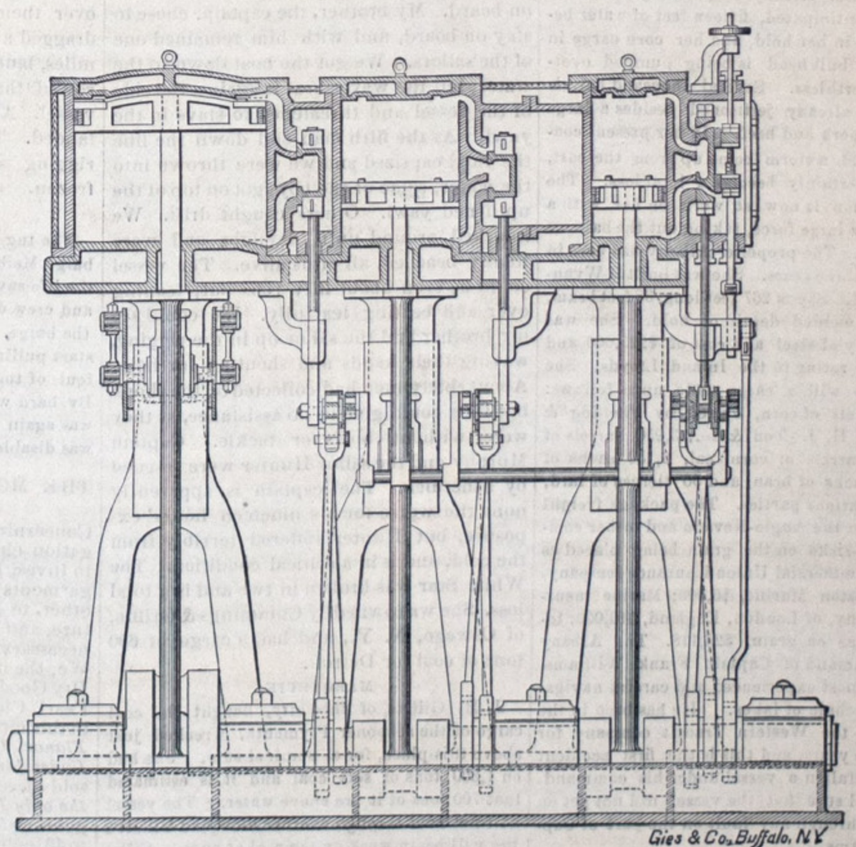

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Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwalk	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "F"		*11 35 A M
No 12, N Y & B Fast Expr	*2 20 P M	2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	5 40 A M	5 55 A M
No 25, Mich Accom Norwalk		†6 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.
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A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.
For full information as to trains and counections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.
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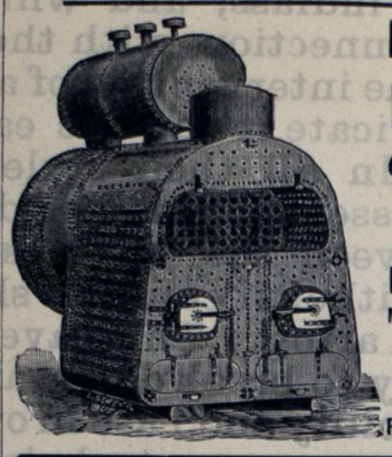

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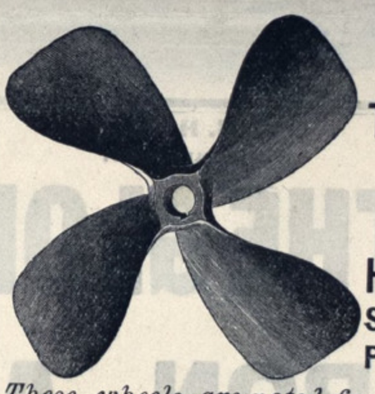

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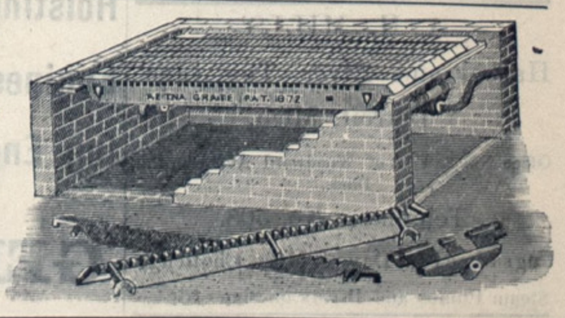

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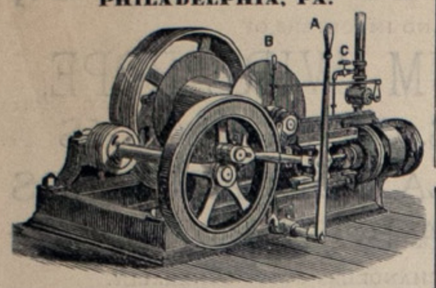

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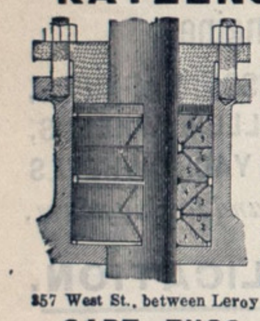

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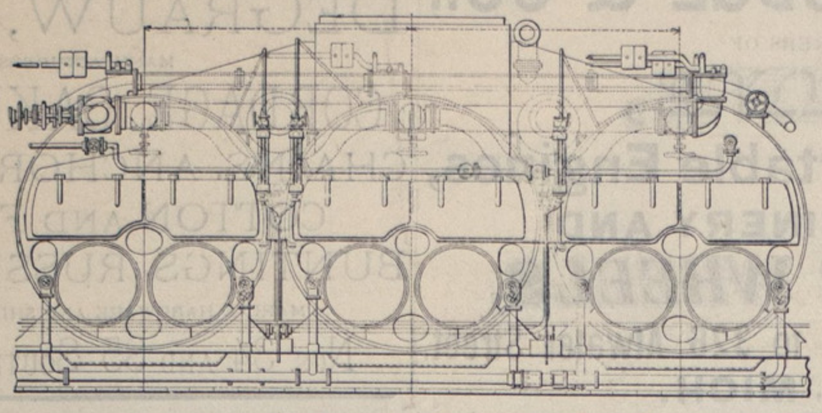

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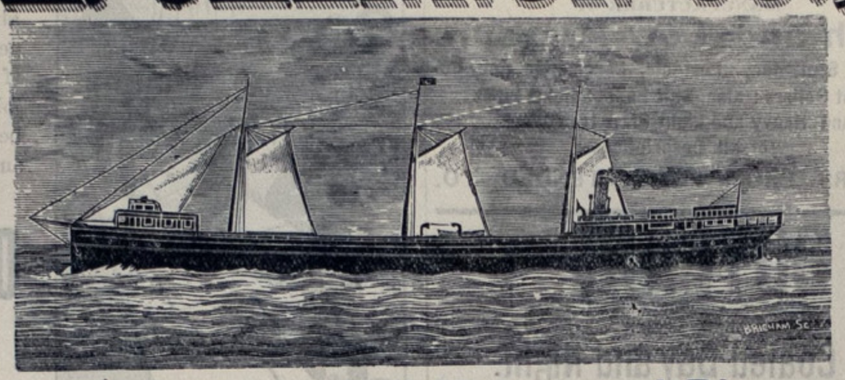

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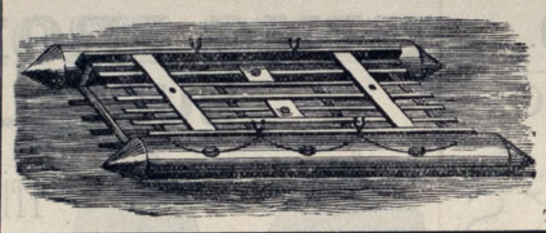

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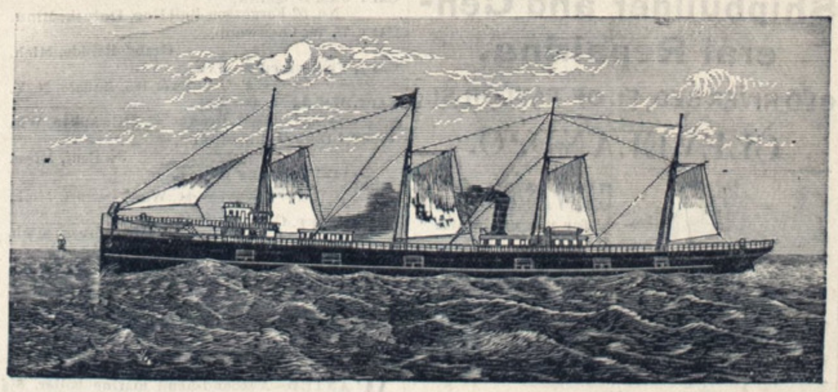

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